

Message Text

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FM SECSTATE WASHDC

TO AMEMBASSY ANKARA PRIORITY

AMEMBASSY BEIRUT BY POUCH

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E.O. 11652: N/A

TAGS: ETRN, TU

SUBJECT: CIVAIR - CHANGES IN PAN AMERICAN'S PATTERN OF
OPERATIONS

REF: STATE 211810

1. THERE FOLLOWS THE TEXT OF A NOTE (OR AIDE MEMOIRE, IF THE EMBASSY PREFERENCES) AND ATTACHMENT, INTENDED TO PROVIDE THE GOT WITH ADVANCE NOTICE OF CHANGES PAN AM IS PLANNING TO INTRODUCE IN ITS ROUND-THE-WORLD AND RELATED NEAR EAST SERVICES NEXT SPRING. UNLESS EMBASSY HAS OBJECTIONS, THIS MATERIAL SHOULD BE DELIVERED TO THE GOT ASAP. (THE URGENCY IS CAUSED BY NECESSITY OF PAN AM "REVEALING" AT LEAST GENERAL OUTLINES OF ITS PLANNED CHANGES DURING AN IATA MEETING STARTING NOV 12, AND OUR INTEREST IN GIVING GOT ITS FIRST-- OR HOPEFULLY AT LEAST SIMULTANEOUS--NOTIFICATION OF THE CHANGES ON GOVT-TO-GOVT BASIS. WE WILL POUCH FYI A MORE DETAILED DISCUSSION OF WHAT THE PAA CHANGES WILL ENTAIL.)

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2. PROBABLY ONLY CHANGE WHICH MIGHT CAUSE REAL CONCERN IN TURKISH AVIATION CIRCLES IS THE INTRODUCTION OF NONSTOP SERVICE BETWEEN LONDON AND ISTANBUL. (ROME-ISTANBUL FREQUENCIES ARE TO INCREASE BY ONE-THIRD, BUT THIS WOULD APPEAR

TO BE OF MARGINAL INTEREST IN VIEW OF THE LOW LEVEL OF SERVICE AND CAPACITY OFFERED EVEN WITH THE CHANGE.) IN PRESENTING FOLLOWING MATERIAL, EMBASSY SHOULD THUS NOTE ORALLY

(AND CAN EXPAND ON THE THEME LATER IF CHALLENGED BY GOT OR AIRLINE OFFICIALS) THAT DRAMATIC REDUCTION IN LONDON-TURKEY FREQUENCIES AND CAPACITY SHOULD MORE THAN COMPENSATE FOR THE INTRODUCTION OF NONSTOP SERVICE WHICH IS NECESSITATED BY THE ELIMINATION OF FRANKFURT AS A STOP ON THE RTW. ADDITIONALLY, MAJOR REDUCTIONS IN PAN AM'S LEVEL OF SERVICES IN THE SENSITIVE FRANKFURT-ISTANBUL AND BEIRUT-ISTANBUL MARKETS SHOULD ALSO BE STRESSED AS VERY POSITIVE FACTORS.

TEXT OF NOTE OR AIDE MEMOIRE

FOR A NUMBER OF YEARS PAN AMERICAN WORLD AIRWAYS HAS BEEN OPERATING A ROUND-THE-WORLD SERVICE. THE PRINCIPAL REASON FOR THIS SERVICE HAS BEEN, OF COURSE, TO MEET THE NEEDS OF THE LARGE NUMBERS OF AMERICANS TRAVELING BETWEEN THE UNITED STATES AND VARIOUS COUNTRIES ON THE GLOBE, AS WELL AS THOSE ADVENTURESOME TOURISTS WHO ACTUALLY MAKE THE COMPLETE ROUND-THE-WORLD TRIP AS A VACATION EXPERIENCE. IN ADDITION, PAN AMERICAN'S SERVICE HAS PROVIDED TRANSPORTATION FOR MANY PASSENGERS OF OTHER COUNTRIES TRAVELING TO OR FROM THE U.S. AS WELL AS COINCIDENTALLY BETWEEN POINTS TOUCHED BY THE ROUND-THE-WORLD OPERATION, POINTS SOMETIMES NOT ESPECIALLY WELL SERVED BY OTHER AIRLINES.

DURING 1971, BECAUSE OF GROWING TRAFFIC AND THE ECONOMIES INHERENT IN THE USE OF NEW WIDE-BODIED AIRCRAFT, PAN AMERICAN INTRODUCED BOEING 747 EQUIPMENT ON THE COMPLETE ROUND-THE-WORLD ROUTING. THE EXPERIENCE OF THIS AIRCRAFT HAS MORE THAN JUSTIFIED ITS USE, BUT AT THE SAME TIME MADE CLEAR A REQUIREMENT FOR SOME MAJOR ALTERATIONS IN THE SERVICES PROVIDED IN ORDER TO BRING BACK TO THE ROUND-THE-LIMITED OFFICIAL USE
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WORLD THE OPERATIONAL RELIABILITY DEMANDED BY PASSENGERS.

MANY FACTORS HAVE INFLUENCED THIS REQUIREMENT FOR CHANGE. AMONG THE MOST SIGNIFICANT ARE THE NEED TO ELIMINATE SOME STOPS ON THE SERVICE IN ORDER BOTH TO REDUCE SCHEDULE DELAYS AND TO PROVIDE SUFFICIENT TIME EN ROUTE TO RECOVER FROM DELAYS WHICH OCCASIONALLY OCCUR. AIRPORT CURFEWS AT HONG KONG AND TOKYO MAKE THEIR INFLUENCE FELT ALL ALONG THE LINE, AS HAVE THE GENERAL CONGESTION AND AIR TRAFFIC CONTROL PROBLEMS IN FRANKFURT. COMPLICATING THE SCHEDULING FURTHER IS THE OBVIOUS REQUIREMENT FOR A VARIETY OF CAREFULLY COORDINATED CONNECTIONS WITH OTHER U.S. ORIGIN OR DESTINATION FLIGHTS AT VARIOUS POINTS ALONG

THE ROUND-THE-WORLD ROUTING.

THE LIST OF FACTORS COULD BE CONTINUED AT LENGTH, BUT

THE MAIN POINT IS THAT ALL THESE FACTORS HAVE COMBINED TO CREATE AN IMPERATIVE FOR A MAJOR RESTRUCTURING OF THE ROUND THE-WORLD SERVICE, AS WELL AS CERTAIN CONNECTING SERVICES AT KEY TRAFFIC CENTERS.

IN THE INTERESTS OF CONTINUING THE OPEN AND CONSTRUCTIVE DIALOGUE ON CIVIL AVIATION WHICH HAS BEEN TAKING PLACE IN THE PAST MONTHS BETWEEN UNITED STATES AND TURKISH OFFICIALS, THERE IS ATTACHED A BRIEF DESCRIPTION OF HOW THE CHANGES IN PAN AMERICAN'S OPERATIONS WILL AFFECT ITS SERVICES TO TURKEY.

ATTACHMENT:

THE SEVERAL CHANGES WHICH PAN AMERICAN ANTICIPATES INTRODUCING IN ITS ROUND-THE-WORLD AND CONNECTING SERVICES ARE, WITH ONE EXCEPTION, PLANNED TO GO INTO EFFECT ON APRIL 28, 1974. (THE EXCEPTION IS THE DISCONTINUATION OF ALL DIRECT SERVICE BETWEEN TURKEY AND THE UNITED STATES VIA PARIS AS OF OCTOBER 28, 1973.)

THE BASIC RESULT OF THE VARIOUS CHANGES IS AN ABSOLUTE DECLINE IN TOTAL SEATS PAN AMERICAN WILL OPERATE TO AND LIMITED OFFICIAL USE
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FROM TURKEY. FREQUENCIES WILL INCREASE FROM 10 PER WEEK TO 14, BUT THIS IS THE NET RESULT OF VARIOUS DECREASES IN FREQUENCY COMBINED WITH THE INTRODUCTION OF A NEW SERVICE FROM WASHINGTON, D.C. TO TURKEY AND POINTS IN THE NEAR EAST.

LOOKED AT ON A MARKET-BY-MARKET BASIS, THE SIGNIFICANT ASPECTS OF THE NEW PATTERN OF SERVICES APPEAR TO BE THE FOLLOWING:

TO/FROM THE UNITED STATES--A NEW DAILY SERVICE FROM WASHINGTON, D. C. WITH 707 EQUIPMENT WILL BE INTRODUCED. SERVICE FROM NEWYORK WILL BE CHANGED FROM THE PRESENT DAILY 747 VIA LONDON AND THREE 707'S VIA ROME TO THREE 747 FLIGHTS A WEEK VIA LONDON AND FOUR 707 FLIGHTS A WEEK VIA ROME. U.S.-TURKEY WEEKLY FREQUENCIES WILL THUS INCREASE FROM 10 TO 14, BUT TOTAL SEATS OFFERED WILL DROP 11 PERCENT.

TO/FROM FRANKFURT--THE CURRENT DAILY NONSTOP 747 SERVICE WILL BE REPLACED BY A DAILY 707 SERVICE (THE NEW FLIGHT ORIGINATING IN WASHINGTON, D.C.). THE TOTAL SEATS TO BE OFFERED ON THIS SECTOR THUS WILL DECLINE BY

61 PERCENT.

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TO/FROM BEIRUT--THE CURRENT DAILY 747 SERVICE WILL BE
TO/FROM BEIRUT--THE CURRENT DAILY 747 SERVICE WILL BE

MODIFIED TO CONSIST OF THREE SERVICES USING 747 EQUIPMENT
AND FOUR USING 707 AIRCRAFT. TOTAL SEATS OFFERED ON THIS
SECTOR WILL THUS DECLINE BY 35 PERCENT.

TO/FROM PARIS--AS NOTED, ALL DIRECT SERVICE HERETOFORE
PROVIDED BY PAN AM HAS TERMINATED.

TO/FROM ROME--THE CURRENT THRICE WEEKLY 707 SERVICE
IS TO BE INCREASED TO FOUR TIMES A WEEK, REPRESENTING A
CAPACITY INCREASE OF 33 PERCENT.

TO/FROM LONDON--THE CURRENT DAILY SERVICE WITH 747
AIRCRAFT IS TO BE REDUCED TO A THRICE WEEKLY NONSTOP SER-
VICE. THIS REPRESENTS A TOTAL REDUCTION IN CAPACITY OF
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57 PERCENT. RUSH

NOTE BY OCT: POUCHED.

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